(DEPARTMENT OF HEAVY INDUSTRY AND DEPARTMENT OF PUBLIC ENTERPRISES) (SHRI P. *K.* THUNGON): (a) to (f) Foreign tours are undertaken by the executives of the Public Enterprises, whenever necessary, as part of their day to day business and commercial activity. Some of the enterprises have their offices and project abroad. All these necessitiate travel to foreign countries by the executives of Public Enterprises. The foreign visits undertaken by them, therefore, relate to their day to day administration. Considering that such visits are in the nature of operational requirements, the Government has delegated powers to sanction foreign tours of all executives below the Board level to the Chief Executives of Public Enterprises and the approval of the Government is not required in such cases. There are over 2.5 lakh executives in Public Enterprises. There is no centralised monitoring system prevalent to collect such information from Public Enterprises nor are the Public ' Enterprises required to furnish these details to the Government.

Recession in Automobile Industry

1544. SHRI KAMAL MORARKA: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that the automobile industry including manufacturers of accessories and components have been reeling under recession;

(b) whether it is also a fact that car sales have declined to the extent that there is no longer any waiting list or lead time required for delivery;

(c) if so, the reasons for such a recession in the automobile industry particularly car industry;

(d) whether the reduction in central excise and customs duty would improve the sales and put the automobile industry on the right track; and

(e) if so, the results achieved so far?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (DEPARTMENT OF INDUSTRIAL DEVELOPMENT) (SHRIMATI KRISHNA SAHI): (a) In the year 1991-92, there has been a general fall in the production and sales of automotive vehicles. Consequential effect on components industry would also be there.

(b) and (c) Decline in the sale of Passenger car was also evident during this period and this could be attributed to a decline in demand resulting from high credit costs, increase in prices and lower rate of depreciation allowed.

(d) and (e) The reduction in Central Excise and Customs duties announced recently by the Government is aimed at improving sales of vehicles. Impact of these measures can be known only after some time.

Sick Units referred to BIFR

1545. MISS SAROJ KHAPARDE: Will the PRIME MINITER be pleased to state:

(a) whether it is a fact that Government have agreed to consider withdrawing of some of the cases of sick units referred to the BIFR provided the Trade Unions come out with "acceptable viable solutions" for their modernisation and revamping;

(b) if so, what are the details in this regard;

(c) whether any Trade Union has so far come out with such an acceptable viable solution in regard to any sick unit; and

(d) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI PABAN SINGH GHATOWAR): (a) and (b) Under the provisions of the Sick Industrial Companies (Special Provisions) Act, 1985, making refe-

rence of a sick industrial company to the Board for Industrial and Financial Reconstruction is a legal requirement. Such reference does not prevent trade (unions from coming out with "acceptable viable solutions" for consideration of the Board.

(c) and (d) A techno-economic revival plan of the Fertilizer Corporation of India Ltd., the Hindustan Fertilizer Corporation Ltd. and the Projects and Development India Ltd., prepared by the Fertilizer Workers' Federation of India, National Confederation of Officers' Association of CPSU and Forum of Scientists, Engineers and Technologists, Calcutta has been received and is under consideration .

Studies conducted by BICP

1516. SHRIMATI SATYA BAHIN:

SHRI RAJNI RANJAN SAHU:

Will the PRIME MINISTER be pleased to state:

(a) what are the details of the studies conducted by the Bureau of Industrial Costs and Prices in 1991-92;

(b) what were the products involved, nature of studies and the main findings of the BICP in this regard in respect of each;

(c) whether all such studies resulted in price increase and how man? were done by the consultants; and

(d) what was the total budgetary and non-budgetary expenditure of the BIPC during 1991-92?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (DEPARTMENT OF INDUSTRIAL DEVELOPMENT) (SHRIMATI KRISHNA SAHI): (a) and (b) A list showing the reports submitted by the Bureau of Industrial Costs and Prices (BICP) during 1991-92 with details of products and nature of studies is given in the Statement (See below). The recommendations contained in the reports of the BICP have not been made public.

(c) Normative pricing based on achievable optimum efficiency parameters has helped to check price increase in case of those items which come under price control mechanisms. In 1991-92, 17 individual consultants and 12 consultancy firms were engaged to tender advice on certain aspects of the studies conducted by BICP. No BICP study report was exclusively carried out by any consultant .

(d) The total budgetary expenditure of the Bureau during the year 1991-92 was Rs. 136.13 lakhs. There was no non-budgetary expenditure during this period.

Statement

Reports submitted by Bureau of Industrial Costs and Prices during 1991-92

SI. No.	Name of the Report	Product/Subject	Nature of studies
1	Report on Material Efficiency of Vehicle Factory, Jabalpar	Defence Vehicles	Resources efficiency Study
2	Silver S ilphvii izine	Balk Drug	Cost-Price Study
3	Trimethoprim	Bulk Drug	Cost-Price Study
4	Diclofenac Sodium	Bulk Drug	Cost-Price study
5	Telecom Tariff Part-II	Telegrap'iic Service	Cost-Price study